

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously presented) A rear arm for a motorcycle, comprising:

left and right arm molded bodies made of aluminum alloy die-cast, which are formed by dividing pivot sections and cross member sections into left and right parts along a body central line, and obtained by weld-bonding the left and the right arm molded bodies in the pivot sections and the cross member sections; and

left and the right arm sections formed in substantially a triangular shape viewed from sides of the motorcycle and formed in substantially a C shape opening toward an inner side in a width direction of the viewed from sides of the motorcycle in cross section,

wherein the cross member sections are formed in a vertically long closed sectional shape and have rear vertical walls of an arc shape extending along a front edge of a rear wheel viewed from sides of the motorcycle.

2. (Previously presented) The rear arm for a motorcycle according to claim 1, wherein the cross member sections have front vertical walls that are formed such that lengthwise spaces between the front vertical walls and the rear vertical walls are minimized in intermediate parts in a vertical direction and are widened toward upper or lower parts thereof.

3. (Previously presented) The rear arm for a motorcycle according to claim 1, wherein one of the left and the right cross member sections is fit and inserted into the other of the left and the right cross member sections, and the fit and inserted part is welded.

4. (Previously presented) The rear arm for a motorcycle according to claim 1, wherein a support boss section, to which a link member of a rear wheel suspension system is coupled, is integrally formed on bottom surfaces of the cross member sections, and the support boss section is constituted by bringing integrally formed

left and right boss sections into abutment against opposed surfaces of the left and the right cross member sections and weld-bonding the left and the right boss sections to each other.

5. (Previously presented) The rear arm for a motorcycle according to claim 1, wherein the left and the right arm sections have main arm sections, which constitute bases of triangles formed by providing openings at the rear of the cross member sections, and reinforcing arm sections, which constitute hypotenuses of the triangles, and reinforcing plates are bonded to the left and the right arm sections at least in parts at the rear of the cross member sections of the main arm sections so as to close openings of a C shape in cross section.

6. (Previously presented) The rear arm for a motorcycle according to claim 5, wherein plural reinforcing ribs crossing one another are integrally formed on sidewalls of a C shape of the left and the right arm sections, dampers consisting of an elastic member are locked in crossing parts of the reinforcing ribs, so as to cover the reinforcing ribs, and the dampers are nipped in a compressed state by reinforcing plates and the reinforcing ribs.

7. (Previously presented) The rear arm for a motorcycle according to claim 1, wherein the left and the right arm molded bodies are cast by using die-cast molds having plural molten metal inlets, which are arranged along bases or hypotenuses of triangles of the left and the right arm sections, and molten metal outlets, which are arranged so as to correspond to the molten metal inlets, and supplying molten metal in a direction traversing the triangles.

8. (Previously presented) The rear arm for a motorcycle according to claim 7, wherein edges of openings of a C shape in cross section is set thicker than other parts, the molten metal inlets are formed at edges of the openings of main arm sections constituting the bases, and the molten metal outlets are formed at edges of openings of the reinforcing arm sections constituting the hypotenuses.

9. (Canceled)

10. (Currently amended) The rear arm for a motorcycle according to claim [[9]] 1, further comprising pivots sections of a closed sectional shape that bond front ends of the left and right arm sections to each other.

11. (Previously presented) The rear arm for a motorcycle according to claim 10, wherein the cross member sections are of a closed sectional shape that bond sections between the pivot sections and rear wheel front edges of the left and the right arm sections to each other.

12. (Previously presented) The rear arm for a motorcycle according to claim 11, wherein the pivot sections are pivotally supported by a body frame so as to swing freely in a vertical direction.

13. (Previously presented) The rear arm for a motorcycle according to claim 12, further comprising a rear wheel being axially supported between rear ends of the left and the right arm sections.

14. (Previously presented) The rear arm for a motorcycle according to claim 1, further comprising left and right bearing boss sections integrally formed at ends on an outer side of the left and right pivot sections.

15. (Previously presented) The rear arm for a motorcycle according to claim 14, wherein the left and right bearing boss sections are supported by a pivot shaft.

16. (Previously presented) The rear arm for a motorcycle according to claim 8, further comprising tuning plates arranged so as to close the openings on the inner side of the C shape.

17. (Previously presented) The rear arm for a motorcycle according to claim 16, wherein the tuning plates are provided on front sides of the cross member sections.

18. (Previously presented) The rear arm for a motorcycle according to claim 6, wherein the dampers include an elastic member disposed in compressed state between a tuning plate and the reinforcing ribs.

19-20. (Canceled)